

CDA Airport Ex. 16

AIRPORT CERTIFICATION SPECIFICATIONS

COEUR D'ALENE AIRPORT

HAYDEN LAKE, IDAHO

'APPROVED: Harold N. Handley

This approval pertains to all contents
of this manual as required by Part 139
of the Federal Aviation Regulations.

All pages not carrying a
revision date are original
and carry the date of
11-02-98

EFFECTIVE DATE 11-02-98


(signature)
AIRPORT MANAGER

EXHIBIT 400a #16
of 23 pp

AIRPORT CERTIFICATION MANUAL DISTRIBUTION LIST

The official file copy of the Airport Certification Manual is maintained in the Airport Manager's Office.

Copies of the Airport Certification Manual, including all revisions and amendments, are distributed to the following:

FAA/Airport Certification Safety Inspector

Airport Sponsor Board of County Commissioners

Airport Manager Greg Delavan

Boise FAA Flight Service Station (If Applicable)

Suokane FAA **Air** Traffic Control Tower (If Applicable)

Station Manager, NIA Airlines

Station Manager, NIA Airlines

AIRPORT CERTIFICATION SPECIFICATIONS

COEUR D'ALENE AIRPORT

INTRODUCTION

These specifications include operating procedures and a description of facilities and equipment used to satisfy the requirements of FAR Part 139.209 through 139.213. Personnel concerned with operating the airport are expected to carry out their duties and responsibilities in accordance with these specifications.

These specifications shall be kept current and an approved copy will be available at the airport for inspection upon request. A complete and current copy shall be provided to the Federal Aviation Administration (Northwest Mountain Region, Airports Division).

The Exhibits appended (as listed in the Index) are a part of these specifications and are integral to our compliance with Section 139.209 of the FAR.

FAA Advisory Circulars in the 150 series are used as acceptable standards and procedures for compliance with the provisions of FAR Part 139.

Airport management shall:

- A. Operate and maintain the airport, and provide facilities, equipment, systems, and procedures for the airport at least equal in condition, quality, and quantity to the standards currently required for the issuance of the airport operating certificate.
- B. Operate the airport in accordance with the approved airport certification specifications.
- C. Comply with the applicable provisions of these specifications.
- D. Allow the Administrator to make any inspections, including unannounced inspections or tests, to determine compliance with this FAR Part 139.
- E. Provide sufficient qualified personnel to comply with the requirements of these airport certification specifications and the applicable rules of FAR Part 139.

SECTION 139.215
MAINTENANCE/AMENDMENT OF ACS

A. MAINTENANCE OF ACS

As required by 139.215, Maintenance of Airport Certification Specifications, Airport Management at the Coeur d'Alene Airport will comply with the following:

1. Keep the ACS current at all times. The Airport Operations Manager is responsible for maintaining currency of the ACS.
2. Maintain the official copy of the ACS at the Airport Manager's Office.
3. Furnish an FAA approved and current copy of the ACS to the Airport Operations Manager and Airport Operations personnel, who are responsible for implementation of the ACS.
4. Make the official copy of the ACS available for inspection by the FAA
5. Provide the FAA with one complete and current copy of the ACS.

SECTION 139.215
MAINTENANCE/AMENDMENT OF ACS

B. ACS AMENDMENTS AND REVISIONS

The following procedure will be in effect for amendments or revisions to the ACS

1. Two copies of the amendment or revision will be submitted to the following address:

Federal Aviation Administration
Airports Division, ANM-620
1601 Lind Avenue SW, Suite **540**
Renton, WA **98055-4056**

2. Amendments to the ACS will be submitted at least 15 days prior to the effective date. Revisions will be submitted as needed to maintain currency of the ACS.
3. The ACS Page Revision Log will be completed and submitted with the amendment or revision.
4. Each page of the amendment/revision will have the date of the amendment or revision, including the Page Revision Log.
5. Upon FAA approval, copies of the approved amendment or revision will be made and distributed to holders of the Airport Certification Specifications listed on the Distribution List.

(FAA Note: An amendment to the ACS is a change in method of compliance to FAR Part **139**. A revision is an update in the status of the ACS. Amendments to the ACS should be submitted to FAA for review at least **15** days prior to the effective date. A shorter time may be allowed under circumstances beyond the airport's control. Revisions to the ACS are submitted as needed to maintain currency of the ACS.)

SECTION 139.303
PERSONNEL

A. PERSONNEL REQUIREMENTS

The Coeur d'Alene Airport will maintain sufficient qualified personnel to comply with the requirements of this Airport Certification Specifications and the applicable rules of FAR Part 139.

B. KEY PERSONNEL

Airport Manager
Operations Manager
Administrative Secretary
Airport Operations
Airport Operations
Senior Secretary II
Heavy Equipment Mechanic

C. PERSONNEL POSITION DESCRIPTIONS

Airport Manager - Responsible for the overall administration, operation, planning, development, promotion, budgeting, regulation, and maintenance of the Airport.

Operations Manager - Responsible for the day-to-day operations and safety of the airport, monitors the airport activities for compliance with FAR Part **139**, airport safety inspection program, maintenance of the ACS, and Designated Airport Manager in his absence.

Administrative Secretary - Responsible for the day-to-day Airport office administration by providing administrative support to staff and technical support for Grant Administration for federal projects, etc.

Airport Operations - Responsible for the maintenance and upkeep of the airport buildings, airfield, areas, and vehicles. Accomplishes snow removal operations and airport safety inspections.

Senior Secretary II - Performs accounting functions, maintains records of expenditures and revenues, leasing activities, maintains and updates Advisory Circulars and various other duties.

Heavy Equipment Mechanic - Responsible for maintenance and repairs on the various equipment/vehicle fleet. Accomplishes snow removal operations and airport safety inspections as necessary.

AMENDMENT APPROVED

SECTION 139.305
PAVED AREAS

All airport pavement areas shall be maintained and promptly repaired to insure the following.

- A. The pavement edges shall not exceed **3** inches difference in elevation between abutting pavement sections and between full strength pavement and abutting shoulders.
- B. The pavement shall have no holes which exceed **3** inches in depth, nor any hole the slope of which from any point in the hole to the nearest point at the lip is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a **5** inch diameter circle.
- C. The pavement area shall be free of cracks and surface variations which could impair directional control of aircraft.
- D. Except for snow and ice accumulations and their control, including the associated use of materials such as sand and deicing solutions; all mud, dirt, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable.
- E. Except for those materials utilized during snow and ice control referenced in paragraph (D) (e.g., sand and deicing solutions); any chemical solvent that is used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.
- F. The pavement shall be sufficiently drained and free of depressions to prevent ponding which obscures markings or impairs safe aircraft operations.
- G. The following paved surfaces will be utilized for air carrier movement:
 - All of Runway **5/23**
 - Taxiway 'G' from Intersection of **5/23** to Intersection of Taxiway 'F'
 - Taxiway 'F' from Intersection of Taxiway 'G' to Intersection of Taxiway 'D'
 - Taxiway 'D' from intersection of Runway **5/23** - 600 feet South to the Southwest Parking Ramp
 - The North **370'** of Southwest Parking Ramp

COMPLIANCE The above items are subject to daily inspections in accordance with the provisions of Section **139.327** of these specifications. Corrective action shall be taken as soon as practical when unsatisfactory conditions are found to exist. This action shall consist of repairing the conditions with appropriate mix, issuing a work order, if applicable, or obtaining outside assistance to resolve the problem. If corrective action must be deferred, a NOTAM shall be issued, as appropriate, and in accordance with the provisions of Section **139.339** of these specifications.

NOV 2 1998

SECTION 139.309 SAFETY AREAS

The safety areas associated with the runways and taxiways conform as a minimum to those in existence as of December 31, 1987. Safety areas shall be upgraded to current dimensions acceptable to the Administrator when new construction is undertaken. These areas shall be maintained as follows:

A. The dimensions of the existing safety areas are as follows:

Runway 5/23	250' either side of RW Centerline, 1,000' off each RW end.
Taxiway 'D'	118' in width.
Taxiway 'F'	118' in width.
Taxiway 'G'	118' in width.

B. Each safety area shall be cleared and have no potentially hazardous ruts, humps, depressions, or other surface variations.

C. Each safety area shall have adequate drainage to insure rapid water runoff.

D. Each safety area shall be capable, under dry conditions, of supporting snow removal equipment, and aircraft rescue and firefighting equipment, and supporting the occasional passage of aircraft without causing major damage to the aircraft.

E. No object shall be located in any safety area, except those objects that are required because of their function. These objects shall be constructed, to the extent practical, on frangible mounted structures of the lowest practical height with the frangible point no higher than 3 inches above grade.

COMPLIANCE The runway and taxiway safety areas are subject to periodic inspections in accordance with provisions of Section 139.327 of these specifications. NOTAMS, as required, shall be issued in accordance with the provisions of Section 139.339 of these specifications. When safety areas cannot be maintained in accordance with FAA Advisory Circular 150 series, the movement area associated with the safety area shall be restricted or closed to air carrier operations utilizing aircraft with more than 30 passenger seats.

NOV 2 1998

SECTION 139.311 MARKING AND LIGHTING

The following general marking and lighting systems are provided and are operable:

- A. Runway markings meeting the specifications for the approach with the lowest minimums authorized for each runway.
- B. Taxiway centerline.
- C. Ground guidance signs identifying taxi routes on the movement area
- D. Runway holding position markings and signs for each runway and ILS critical area

The following lighting systems are provided and operable when the airport is open during hours of darkness or during conditions below VFR minimums:

- A. Runway lighting meeting the specifications for the approach with the lowest minimums authorized for each runway. Edge lighting will be used in accordance with FAR Part 150. Runway 1/19(MIRL), Runway 5/23 (HIRL).
- B. Taxiway lighting and/or reflectors for taxiways which serve runways used for night operations by air carrier aircraft with over 30 passenger seats. Edge Lighting and reflectors are used.
- C. **An** airport beacon is equipped with a rotating light beacon. The beacon is located on the Airport Manager's Office, Bldg. 27.
- D. Approach lighting meeting the specifications for the approach with the lowest minimums authorized for each runway, unless otherwise provided and maintained by the FAA or other agency.
- E. Obstruction marking and lighting, as appropriate, on each obstruction identified under FAR ~~Part~~ 77.
- F. Any lighting including apron, vehicle and aircraft parking areas, roadways, fuel storage areas, buildings, etc., shall be adjusted or shielded to prevent interference with aircraft operations and air traffic control.

COMPLIANCE: Each lighting and marking system shall be maintained in accordance with the procedures set forth in FAA Advisory Circular 150 series. Such maintenance shall include the prompt cleaning, replacement or repair of any faded, missing, or nonfunctional item of lighting and to keep each item unobscured and clearly visible as well as ensuring that each item provides an accurate reference to the user. The above items are subject to periodic inspections as described within these certification specifications. NOTAMS, as required, shall be issued in accordance with the provisions ~~of~~ Section 139.339 of these specifications.

NOV - 2 1998

SECTION 139.313
SNOW AND ICE CONTROL

COMPLIANCE

1. Ice, snow, and slush shall be removed as completely as practicable from appropriate air carrier movement areas.
2. Removal operations shall commence when a minimum of 1/2" of slush/wet snow, or 2" of dry snow accumulates so that appropriate air carrier movement areas are available at the time of air carrier operations.
3. Snow shall be positioned off movement areas so that all air carrier aircraft propellers, engine pods, rotors, and wings will clear each snowbank or drift when the aircraft's landing gear traverses any full strength pavement of the movement area.
4. Only noncorrosive materials shall be used for ice and snow removal on movement areas.
5. The provisions of FAA Advisory Circular 150 series will be used as minimum standards and procedures.
6. Braking action reports shall be made so that current information is available to airport users. During snow and/or ice storms, braking action conditions will be monitored on a continuous basis.
7. Any NOTAMs required will be in accordance with Section 139.339.
8. Attached is Exhibit 4 (Snow and Ice Control Plan) including a layout plan with snow removal designations/storage locations. This plan sets forth the procedures and equipment to be used.

NOV 2 1998

SECTION 139.317, 139.319
AIRCRAFT RESCUE & FIREFIGHTING
EQUIPMENT/OPERATION

A. PROCEDURES DURING 139 OPERATIONS:

On all unscheduled 139 air carrier operations, at least one Airport ARFF trained personnel will be on standby at the airport 15 minutes prior to and 15 minutes after the unscheduled air carrier operation. The airport ARFF vehicle can reach the midpoint of the farthest air carrier runway in three (3) minutes, from the time of alarm. Periodically, Airport Operations initiates drills to insure that the firefighters maintain the established response times.

B. ARFF PERSONNEL

All assigned firefighting and rescue personnel are equipped with acceptable clothing and firefighting equipment. Sufficient firefighting and rescue personnel shall be available to operate the vehicles and meet the response time.

Airport currently has ARFF trained personnel.

C. ARFF EQUIPMENT

See Attached Information for Vehicle F1.

D. COMMUNICATION


F-1 is equipped with two-way radio communication, linking it with the alerting authority which is 9-1-1.

E. VEHICLE MARKING & LIGHTING

F-1 is equipped with overhead beacons and is marked with identifying colors to enhance contrast with the background environment and optimize daytime and nighttime visibility, assuring rapid, positive identification.

AMENDMENT APPROVED

OCT 23 2001

BY: 

AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES PERSONNEL, AND EXTINGUISHING AGENTS

VEHICLE NUMBER	TYPE VEHICLE	MANUFACTURER		MATERIAL CONDITION OF VEHICLE	PERSONS PER SHIFT PROFESSIONAL/ AUXILIARY	AGENT	WATER/ GAL		FOAM/ GAL		ARFF/ GAL		DRY CHEM/ LBS		CO2/ LBS		OTHER	RESPONSE TIME (TO MIDPOINT OF FURTHEST RUNWAY)
		NAME	YEAR															
F1	ARFF	E-One	2000	New	2 Personnel	A	1500		200				500 Purple K					
						B							250 lbs Per Second					
					Overhead Turret	A	3%											
						B	750 Gallons Per Minute											
					Front Bumper Turret	A	%											
						B	350 Gallons Per Minute											
						A												
						B												
						A												
						B												
						A												
						B												

ORIGINAL DATE: _____

REVISED DATE: _____

LEGEND: A = QUANTITY OF EXTINGUISHING AGENT
B = DISCHARGE RATE IN GAL/MIN OR LBS/SEC

AMENDMENT APPROVED

OCT 23 2001

BY: *[Signature]*

SECTION 139.317, 139.319
AIRCRAFT RESCUE & FIREFIGHTING
EQUIPMENT/OPERATION

F. MAINTENANCE

The ARFF vehicle is maintained in an operable condition and, if it becomes inoperative, it shall be replaced with at least an equal capable unit.

If the vehicle cannot be repaired or replaced within 48 hours, air carrier service will be reduced until the appropriate level of service is restored, and a NOTAM issued in accordance with Section 339 and FAR Part 139.339. FAA Regional Airports Division will be notified.

G. EMERGENCY ALERTING SYSTEM/ EMERGENCY RESPONSE

1. **PURPOSE** To receive and disseminate (via radio or telephone) any and all requests for emergency responses to the Coeur d'Alene Airport.
2. **EXPLANATION** 9-1-1 Dispatch can receive calls for emergency action at the Coeur d'Alene Airport. The following information deals with some of the basic calls that can occur and what your response should be. Basic dispatch elements (BDE) would be type of call (i.e., the problem), location (of the problem), if property and/or life are involved.

The following agencies are responsible for immediate emergency service at the Coeur d'Alene Airport:

FIRE	1. Northern Lakes Fire Protection District 2. Kootenai Fire District
MEDICAL	1. Kootenai County Emergency Medical System 2. Northern Lakes Fire Protection District
LAW ENFORCEMENT	1. Kootenai County Sheriff

AMENDMENT APPROVED

OCT 23 2001

BY: *[Signature]*

SECTION 139.323
TRAFFIC & WIND INDICATORS

Two lighted wind cones are located West of Runways 01/19 (See Exhibit 3) A supplemental wind cone is located north of Runway **05/23** on Runway 05 approach where pilots do not readily have a visual indication of wind direction on final approach or prior to take off (if appropriate).

There is not a control tower at this airport, and therefore, a segmented circle is located around the main lighted wind cone.

MAINTENANCE

- A) Daily inspection of lighted wind cones.
- B) Periodic inspection of all other wind cones

COMPLIANCE:

- A) Any portion of the lighted wind cone non operational will be repaired or replaced as applicable.
- B) Replacement of faded or ripped wind cone will be replaced as needed upon inspection

NOV 2 1998

SECTION 139.327
SELF-INSPECTION PROGRAM

A. FREQUENCY OF INSPECTIONS

Safety inspections are conducted weekly. The Airport Operations Manager is primarily responsible for conducting the safety inspection. In his absence the designated person will be responsible for conducting the safety inspection.

Additional safety inspections will be conducted whenever required by the following FAR 139.327.

1. During and after construction activity.
2. Rapidly changing meteorological conditions.
3. Immediately after any incident or accident.
4. After any condition changes that adversely impacts airport safety.

B. RECORDS

A sample AIRPORT CONDITION REPORT is included as Exhibit 5. Inspection records will be kept on file in the Airport Manager's office for at least six months.

C. TRAINING

The Airport Manager is responsible for training the safety inspection personnel. FAR Part 139, the Safety Inspection video tape, and Advisory Circulars are used as reference in training inspection personnel. Refresher training sessions are conducted periodically.

D. REPORTING SYSTEM

Unsatisfactory conditions discovered during safety inspections will be recorded on the inspection log for prompt corrective action by the Maintenance Department, and reported to the Airport Manager. If the Airport Manager determines that an unsatisfactory condition is unsafe for aircraft operations, that portion of the airport will be closed until the condition is corrected. Unsatisfactory conditions not promptly corrected will be disseminated by NOTAM as per Part 139.327.

AMENDMENT APPROVED
OCT 11, 2001
BY *Lynne Seasholtz*

SECTION 139.327
SELF-INSPECTION PROGRAM

E. AREAS INSPECTED WEEKLY AND CONDITIONS NOTED

Pavement Areas

1. Pavement lips exceeding 3 inches.
2. Holes exceeding 3 inches deep and 5 inches across.
3. Cracks or surface variations which could impair directional control of aircraft.
4. Presence of snow, ice, slush, standing water or ponding.
5. Presence of mud, sand, aggregate, rubber deposits, or other debris.

Safety Areas

1. Potentially hazardous ruts, depressions, humps, erosion, or other surface variations.
2. Objects in safety areas, other than those required by function.
3. Mounting bases on authorized objects in safety areas in which the frangible point exceeds 3 inches above grade.
4. Ponding of water or plugged drains.
5. Removed or missing manhole covers.
6. Snowbanks in such a height that all air carrier propellers, engine pods, and wingtips will not clear the snowbanks when the aircraft's landing gear is located at any point along the full strength edge of the pavement.

Pavement Markings

1. Markings which are not clearly visible and in good condition.
2. Markings not in accordance with the current edition of AC 15015340-1.

Guidance Signs

1. Sign system not in accordance with the current edition of AC 15015340-18
2. Inoperable lighting.
3. Damaged, missing or obscured signs.
4. Frangible point more than 3 inches above grade.

Lighting

1. Lights obscured, dirty, missing, or out of adjustment
2. Lighting systems inoperable.
3. Three or more runway lights out in a row.
4. Two or more adjacent threshold lights out.

Nav aids

1. Inoperable rotating beacon.
2. Inoperable NAVAIDS, including radio controlled operation.
3. Inoperable lighting on wind direction indicators.
4. Deteriorated or stuck wind sock.
5. Segmented circle not clearly visible or obscured.
6. Objects, vegetation, or snow which may affect NAVAID signals.

AMM 1001

Lynn Seandoff

SECTION 139.327
SELF-INSPECTION PROGRAM

Obstructions

1. Inoperable obstruction lights.
2. Construction cranes suddenly appearing near the airport which may require an FAA aeronautical study.
3. New construction nearby which may affect aircraft operations or NAVAIDS.

Fueling Operations (In compliance with AC 150/5230-4 and N.F.P.A. 407)

1. Inoperable grounding/bonding cables.
2. Fire extinguishers missing on mobile fuelers and at the fuel storage areas
3. Fire extinguishers not sealed, charged, and in place.
4. Fuel leaking.
5. Fuel storage areas unlocked.
6. "No Smoking" signs missing.
7. Presence of trash or weeds in fuel storage areas.

Airfield Construction Areas

1. Barricades not in place.
2. Warning lights inoperable.
3. Marking of vehicle routes inadequate.
4. NOTAMS not current.
5. Construction equipment parked or operating in authorized areas.

Airport Rescue & Firefighting Vehicle

1. Vehicle inoperable.
2. Alerting System inoperable.

Fencing

1. Perimeter fencing down, gates open, or signs missing.
2. Ramp fencing down, gates open, or signs missing.

Wildlife Hazards

1. Presence of birds, deer, coyote, etc.

F. COMPLIANCE

FAA Advisory Circulars in the 150 series shall be used to ensure that all procedures are acceptable to the Administrator.

ANNEA/07/01/14-01/01/14
01/14/14
BY: *Lynn Searcy*

SECTION 139.329 GROUND VEHICLES

The operation of ground vehicles on movement and safety areas shall be restricted to those required for airport operations and in compliance with Federal and State Regulations.

A. COMMUNICATION

All vehicles authorized to operate on movement areas are equipped with two-way radios capable of transmitting and receiving on 122.8mhz. These are the only vehicles permitted on the aircraft movement areas. If the need arises for a vehicle, not having a radio, to enter the aircraft movement area, a vehicle with a radio will act as an escort and remain with that vehicle until it has left the aircraft movement area. In any event, an appropriate radio will be used to contact or monitor appropriate frequencies.

B. MARKING AND LIGHTING

All airport vehicles are equipped with a rotating yellow beacon mounted on the highest point of each vehicle. The driver will **turn** on the rotating beacon prior to entering any aircraft movement areas. Emergency vehicles are equipped with rotating red beacons.

C. CONSTRUCTION VEHICLES

During times when construction-related vehicles are required to enter or work within the aircraft movement area, and cannot utilize an amber beacon, they will be marked with an approved orange and white checkered flag. If the construction vehicle is not equipped with a radio, it will either be escorted or will have a flagman (with a radio) stationed at area(s) designated by the airport manager, to give instructions to the vehicle.

D. COMPLIANCE

In the event a report is received of unauthorized vehicles or persons on the airport operations area, an airport vehicle will be dispatched to intercept and escort the violator from the area. A report will be prepared and kept on file concerning all incidents. Appropriate corrective action will be taken as determined by airport management. Continuous surveillance shall be maintained to insure that only authorized vehicles operate on the movement areas, that established rules are complied with, and that appropriate action is taken when violations are observed or reported.

E. CONSEQUENCES

In the event an employee, tenant, or contractor fails to abide by this regulation, the following consequences could be attached to the individual, 1) Verbal warning. 2) Written warning. 3) Suspension of privileges. 4) Fine (to be determined). See attached Idaho Code.

APPROVED AND AUTHORIZED

001700171

By: *Lynne Deardorff*
Page 17

IDAHO STATE LAW

TITLE 18

CRIMES AND PUNISHMENTS CHAPTER 70 TRESPASS AND MALICIOUS INJURIES TO PROPERTY

18-7033. USE OF UNAUTHORIZED VEHICLES ON AIRPORTS. It shall be a misdemeanor offense ~~for~~ any unauthorized vehicle to drive upon, cross or traverse any public or public use airport without the consent of the owner or his designated representative. The owner, operator or lessee or any of them guilty of operating a vehicle upon airport landing surfaces shall be liable for damage caused to the airport surfaces and for any injuries or damages to persons or property resulting from such damage. The operator, owner or lessee of an unauthorized vehicle involved in a collision with an aircraft while operating upon a public or public use airport shall be held liable for damages to persons or property, both the owner and lessee shall be thus liable, and may be sued jointly, or either or both of them may be sued separately.

TITLE 18 CRIMES AND PUNISHMENTS CHAPTER 1 PRELIMINARY PROVISIONS

18-113. PUNISHMENT FORMISDEMEANOR

(1) Except in cases where a different punishment is prescribed in this code, every offense declared to be a misdemeanor, is punishable by imprisonment in a county jail not exceeding ~~six~~ (6) months, or by a fine not exceeding three hundred dollars (\$300), or by both

(2) In addition to any other punishment prescribed for misdemeanors in specific statutes of the Idaho Code, the court may also impose a fine of up to three hundred dollars (\$300). This paragraph shall not apply if the specific misdemeanor statute provides for the imposition of a fine

SECTION 139.337
WILDLIFE HAZARD MANAGEMEST

The airport shall take immediate measures to alleviate wildlife hazards whenever they are detected. The FAA shall be contacted to arrange for an ecological study to be conducted whenever:

- a. Any aircraft experiences a multiple bird strike or engine ingestion on the airport or on final approach or departure.
- b. Any aircraft experiences a damaging collision with wildlife other than birds
- c. Wildlife of a size and in numbers capable of causing an event such as a. and b. above is observed to have access to any airport flight pattern or movement area.
- d. A copy of the Federal Fish and Wildlife Depredation Permit is Attached.

Should an independent ecological study be conducted, it shall contain at least those items listed in FAR Part 139.337 (b) and shall be submitted to the Administrator for review. If it is determined that a wildlife hazard management plan is needed, it shall be prepared in accordance with Section 139.337 (d) of the FAR using the ecological study as a basis and submitted to the Administrator prior to implementation. It will then be incorporated in this manual as Exhibit 11.

001711-01
Lyann Seader



FEDERAL FISH AND WILDLIFE PERMIT

1. PERMITTEE

COEUR D'ALENE AIRPORT
11401 AIRPORT DR BLDG 27
HAYDEN LAKE, ID 83815

1. AUTHORIN-STATUTES
16 USC 703-712

REGULATIONS (Attached)
50 CFR Part 13
50 CFR 21.41

3. NUMBER

MB819472-0

4. RENEWABLE

☒ YES
☐ NO

5. MAY COPY

☒ YES
☐ NO

6. EFFECTIVE

11/08/2000

7. EXPIRES

10/31/2001

NAME AND TITLE OF PRINCIPAL OFFICER (If #1 is a business)

PHILLIP CUMMINGS
OPERATIONS MANAGER

9. TYPE OF PERMIT

DEPREDAATION

LOCATION WHERE AUTHORIZED ACTIVITY MAY BE CONDUCTED

AIRPORT RUNWAYS AND APPROACH ZONES
KOOTENAI COUNTY, IDAHO

CONDITIONS AND AUTHORIZATIONS:

A. GENERAL CONDITIONS SET OUT IN SUBPART D OF 50 CFR 13, AND SPECIFIC CONDITIONS CONTAINED IN FEDERAL REGULATIONS CITED IN BLOCK #2 ABOVE, ARE HEREBY MADE A PART OF THIS PERMIT. ALL ACTIVITIES AUTHORIZED HEREIN MUST BE CARRIED OUT IN ACCORD WITH AND FOR THE PURPOSES DESCRIBED IN THE APPLICATION SUBMITTED. CONTINUED VALIDITY, OR RENEWAL, OF THIS PERMIT IS SUBJECT TO COMPLETE AND TIMELY COMPLIANCE WITH ALL APPLICABLE CONDITIONS, INCLUDING THE FILING OF ALL REQUIRED INFORMATION AND REPORTS.

B. THE VALIDITY OF THIS PERMIT IS ALSO CONDITIONED UPON STRICT OBSERVANCE OF ALL APPLICABLE FOREIGN, STATE, LOCAL OR OTHER FEDERAL LAW

C. VALID FOR USE BY PERMITTEE NAMED ABOVE.

D. Authorized to kill migratory birds (primarily gulls) by shooting, for the purpose of assuring safe aircraft operations. Killing shall not be the principle control measure and is only to be employed with an active scare and deterrent program.

E. Killing of eagles or endangered species is not authorized.

F. You must report to the issuing office in Portland within 7 days the killing of any peregrine falcon. Please report the date taken, number, sex and age of birds taken. If bird is banded, provide the band number. Please be prepared to provide carcass upon request. You will not need to report the taking again in your annual report.

PERMITTEE MUST ALSO COMPLY WITH ALL STANDARD DEPREDAATION
PERMIT CONDITIONS CONTAINED IN ATTACHMENT

☐ ADDITIONAL CONDITIONS AND AUTHORIZATIONS ALSO APPLY

REPORTING REQUIREMENTS

REPORT MUST INCLUDE SPECIES & NUMBER OF BIRDS TAKEN. FORMS TO BE
PROVIDED BY USFWS EACH YEAR

ISSUED BY

Jamela E. Tate-Stall

TITLE

PERMIT ADMINISTRATOR - FWS REGION 1

DATE

11/08/2000

Depredation - Lethal

50 CFR 21.41

- US FISH & WILDLIFE SERVICE
MIGRATORY BIRD PERMIT OFFICE
911 NE 11TH AVE
PORTLAND OR 97232-4181
(503) 872-2715 FAX (503) 231-2364

Lyons Denckhoff

SECTION 139.339
AIRPORT CONDITION REPORT

The following personnel are authorized to issue NOTAMS:

Airport Manager	Operations Manager	Airport Operations
Administrative	Senior Secretary II	Heavy Equipment Mechanic
Secretary		

NOTAMS shall be issued utilizing the Notice to Airmen system, by contacting Boise Flight Service Station at (800) 253-3458 and Spokane Approach at (509) 353-2385. Additionally, a hard copy is faxed to Boise FSS at (208) 334-9158. A copy of the NOTAM form is retained in a log book, a sample of the form is included herein as Exhibit 7. The initials of the FSS specialist who received the NOTAM shall be logged on the form. Additionally, the date and time of issuance, and the person's name who issued the NOTAM shall be logged.

NOTAMS shall be issued for at least the following conditions:

- A. Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas.
- B. Surface irregularities on movement areas or loading ramps or parking areas.
- C. Snow, ice, slush, or water on the movement area or loading ramps and parking areas.
- D. Snow piled or drifted on or near movement areas contrary to FAR Part 139.313 (Snow and Ice Control).
- E. Objects on the movement area or safety areas contrary to FAR Part 139.309 (Safety Areas).
- F. Malfunction of any lighting system required by FAR Part 139.311 (Marking and Lighting).
- G. Unresolved wildlife hazards as identified in accordance with FAR 139.337 (Wildlife and Hazard Management).
- H. Non availability of any rescue and firefighting capability required by FAR Part 139.317 (Aircraft Rescue and Firefighting: Equipment and Agents) and 139.319 (Aircraft Rescue and Firefighting: Operational Requirements).
- I. Any other condition as specified in the airport certification specifications, or which may otherwise adversely affect the safe operations of air carriers.

Cancellation information shall be noted in the NOTAM log along with the FSS Specialist's initials and date/time.



